

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Previously presented): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations using a spring-damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in a loaded condition are able to rotate against the spring-damper device about a main axis of rotation, offset by a relative angle to each other, wherein the spring system has springs which are guided by hold-down devices radially to the main axis of rotation, which devices are connected to each other by means of a fly ring, wherein the fly ring is freely able to follow the springs at least over a small relative idling angle around the idling position, and wherein the springs are freely mounted, at

least in the region of the hold-down device, and wherein the spring system applies less than 20% of a maximum friction of the spring-damper device, compared to said damper system.

Claims 2-3 (Canceled).

Claim 4 (Previously presented): The dual mass clutch flywheel according to claim 1, wherein the spring system applies less than 10% of the maximum friction of the spring-damper device, compared to said damper system.

Claim 5 (Previously presented): The dual mass clutch flywheel according to claim 1, wherein the spring system and the damper system of the spring-damper device are arranged on different radii of the main axis of rotation.

Claim 6 (Canceled).

Claim 7 (Previously presented): The dual mass clutch flywheel according to claim 1, wherein plates, which transmit torque from one of the two masses to the spring-damper device and

are of dual design, are made up of identical material with the same strength.

Claim 8 (Previously presented): The dual mass clutch flywheel according to claim 7, wherein both plates are symmetrical to each other.

Claim 9 (Previously presented): The dual mass clutch flywheel according to claim 1, wherein a flying spring plate is made up of identical material, with the same strength, to that of a primary side or secondary side plate which transmits torque from one of the two masses to the spring-damper device.

Claim 10 (Previously presented): The dual mass clutch flywheel according to claim 1, wherein components on which the springs rest, but from which they are raised in the peripheral direction during a relative movement of the two masses of a dual mass clutch flywheel, expand in the direction of the springs on sides of the components lying radially outwards of the springs, so that they are separated from the springs in the radially outward direction during the relative movement of the two masses.

Claim 11 (Previously presented): The dual mass clutch flywheel according to claim 10, wherein a saddle, on which the springs are able to rest, being guided radially stably, is provided.

Claim 12 (Previously presented): The dual mass clutch flywheel according to claim 1, wherein a primary side spring plate comprises a membrane.

Claim 13 (Previously presented): The dual mass clutch flywheel according to claim 1, wherein a component of a secondary mass transmitting a torque in the direction of a primary mass is connected to a secondary plate using a riveted joint countersunk in the secondary plate.

Claim 14 (Previously presented): The dual mass clutch flywheel according to claim 13, wherein the secondary plate is machined on one side.

Claim 15 (Previously presented): The dual mass clutch flywheel according to claim 1, wherein at least one plate

transmitting a torque interacts frictionally and directly with a friction element.

Claim 16 (Previously presented): The dual mass clutch flywheel according to claim 15, wherein the plate has a nonplanar frictional surface that varies in the axial direction in a peripheral region in which the friction element can be found.

Claim 17 (Previously presented): The dual mass clutch flywheel according to claim 1, wherein the hold-down devices each engage in a spring and/or pass through it from the inside.

Claim 18 (Currently amended): The dual mass clutch flywheel according to claim 1, wherein the springs are arranged in spring arrangements having inner springs are of bulbous design.

Claim 19 (Previously presented): The dual mass clutch flywheel according to claim 1, comprising a first friction device, which has at least one first frictional surface whose height varies axially.

Claim 20 (Previously presented): The dual mass clutch flywheel according to claim 19, wherein the at least one first frictional surface is aligned essentially axially to a second frictional surface of a second friction device.

Claim 21 (Previously presented): The dual mass clutch flywheel according to claim 1, comprising a friction device which has at least one nonplanar frictional surface having dimensions varying peripherally in the axial direction.

Claim 22 (Previously presented): The dual mass clutch flywheel according to claim 1, comprising a friction device which comprises at least two wedges which are secured to an axially circulating component.

Claim 23 (Previously presented): The dual mass clutch flywheel according to claim 1, comprising a friction device which comprises friction wedges and/or friction ramps or friction ramp rings of stiff materials.

Claim 24 (Previously Presented): The dual mass clutch flywheel according to claim 1, comprising a friction device which comprises friction wedges and/or friction ramps or friction ramp rings of friction lining materials.

Claim 25 (Previously presented): The dual mass clutch flywheel according to claim 1, comprising a friction device with a metal ramp ring.

Claim 26 (Previously Presented): A clutch with a clutch flywheel according to claim 1, and with a pressure plate and a friction disc that can be gripped by the pressure plate and the clutch flywheel.

Claims 27-33 (Canceled).